## Claims

1. A drive train of an all-wheel drive vehicle consisting of a transfer case (2) adjoining the engine transmission block (1), a driven front axle (6) and a driven rear axle (4), the drive shafts (3, 5) leading from the transfer case (2) to the axles (4, 6) and a control device (15), with the torque metered to the drive shafts being able to be regulated by variable loading of friction couplings, characterized in that

   a) the transfer case (2) has a drive through shaft (22) which is connected drivewise to the engine transmission block (1), on the one hand, and to the drive shaft (3) leading to the rear axle (4), on the other hand, said drive through shaft (22) being connected drivewise to the drive shaft (5) leading to the front axle (6) via a first friction coupling (23) determining the torque metered to the front axle (6) and via an offset drive (26, 27, 28);

   b) and in that a further regulatable drive unit (7) having a second friction coupling (43) is provided at the rear axle (4) and regulates the torque metered to the rear axle (4).

2. A drive train in accordance with claim 1, characterized in that the actuators (11, 12) of the two friction couplings (23, 43) are of the same type and are controlled from a common control unit (15).

3. A drive train in accordance with claim 1, characterized in that the further friction coupling (43) is connected drivewise to the first drive shaft (3), on the one hand, and to the differential (48) of the rear axle

(4), on the other hand, and is accommodated in a housing (40) in a unit construction block with the housing (41) of the differential (48).

4. A drive train in accordance with claim 1, characterized in that the transfer case (2) and the drive unit (7) have a series of the same parts (11, 12; 24, 44; 31, 51; 32, 52).

5. A drive train in accordance with claim 1, characterized in that a parking lock gear (29, 30) is provided, downstream of one of the friction couplings (23, 43) in the force-flow direction, in the transfer case (2) or in the drive unit (7) with the further friction coupling.